

Massachusetts Business Coalition on Transportation

There is **near unanimous** support for raising additional revenue for transportation provided it is paired with changes to capital project delivery, oversight, and workforce capacity and planning.

- Additional revenues should be designed to influence behavior with an overarching goal of getting cars off the road and increasing the use of public transit.
- Tools for MassDOT and MBTA to execute capital improvement goals include:
 - Contracting and procurement reforms proposed in the Governor's Bond Bill; and
 - Management improvement to increase internal capacity and modernize workforce planning.
- Establish the MBTA's post-FMBC governance and add employer representatives to RTA boards.

A **strong majority** support creating a 21st Century Roadway Pricing Task Force, chaired by private citizens that would spend one year developing a plan for expanded statewide applications of technology including tolling, congestion pricing, managed lanes, etc.

- The coalition supports having specific language to require clear deliverables at the three, six, and nine month marks, with a final deliverable due at the end of 12 months.
- The deliverable would include a specific plan, including a timeline, rates, gantry locations, and rebates or other programs to address social and geographic inequity.
 - The taskforce would consider modern roadway pricing strategies, including congestion pricing models.

A **strong majority** support increasing Transportation Network Company (TNC or ride share) fees.

- A **fragile majority support** variable rates on TNCs that would increase the fee for peak hours or luxury rides and decrease the fee for shared rides.
- Support ranges for a total increase of between \$1 and \$3 per trip, though several did not commit to a number.

A **strong majority** support the Transportation Climate Initiative (TCI).

- Members support TCI at a range of prices, with the majority setting the maximum at 15 cents per gallon.

A **majority** support increasing the gas tax separate from TCI, though some prefer TCI over gas tax.

- A **fragile majority support** a split rate for gasoline and diesel.
- Support for a separate gas tax increase ranged from 5 cents per gallon to 25 cents per gallon.

All coalition members are committed to the role of the business community in helping solve the transportation challenges. This includes:

- Support for employer mobility initiatives, and
- Support for the Transportation Technology Transformation Initiative (T31) proposed by the Commission on the Future of Transportation.

Massachusetts Business Coalition on Transportation (MBCT) Members

1Berkshire

495/MetroWest Partnership

A Better City

American Council of Engineering Companies of Massachusetts

Associated Industries of Massachusetts

Boston Municipal Research Bureau

Bristol County Chamber of Commerce/South Coast Chamber of Commerce

Cape Cod Chamber of Commerce*

Construction Industries of Massachusetts

Greater Boston Chamber of Commerce*

Massachusetts Biotechnology Council

Massachusetts Business Roundtable

Massachusetts Competitive Partnership

Massachusetts High Technology Council

Massachusetts Rail Association

Massachusetts Taxpayers Foundation

NAIOP Massachusetts – The Commercial Real Estate Development Association

New England Business Association

Newton-Needham Chamber of Commerce

North Central Chamber of Commerce

North Shore Chamber of Commerce

Retailers Association of Massachusetts

South Shore Chamber of Commerce

Springfield Regional Chamber of Commerce

The New England Council

Trucking Association of Massachusetts

Western Massachusetts Economic Development Council*

Worcester Chamber of Commerce*

*MBCT Chair

List as of May 21, 2019